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(56) Documents cited
GB 1269808 GB 0390657
GB 1152638 GB 0348681
GB 0394652 GB 0331137

(58) Field of search
B7J

(54) Gear level locking device

(57) A gearbox gearlever locking device for use with automatic and non-automatic gearboxes, which when mounted about the gearlever will enable said gearlever to be locked in a neutral position thus preventing further selection of gears. The device is in the form of a boxlike structure and has a locking plate and key operated lock embodied within it, the locking plate being held in a locked state by the key operated lock, said locking plate being the means whereby the gearlever is held in an entrapped position.

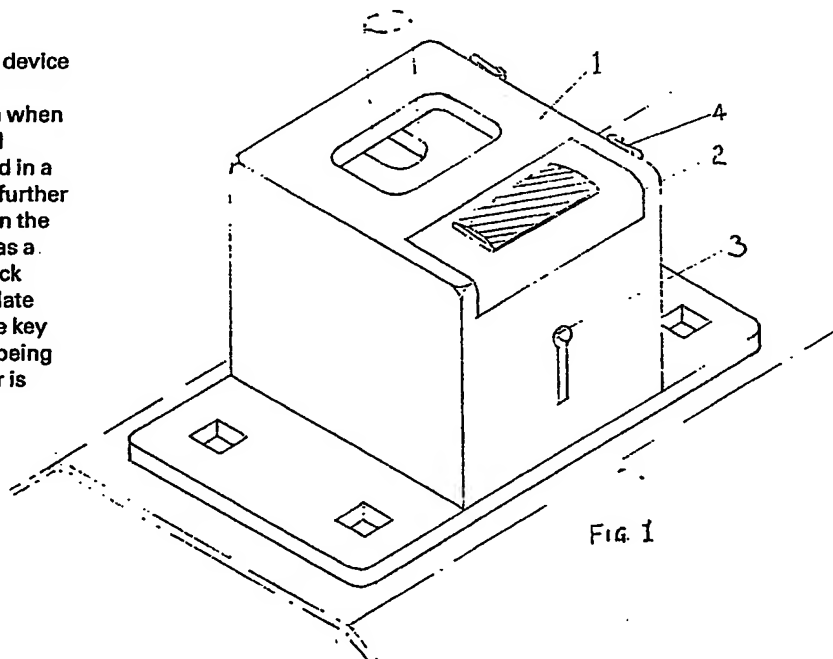


FIG. 1

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assembly is attached to the vehicle or machine bodywork or bracketry.

4. A gearbox gearlever locking device as claimed in Claims 1 and 2 whereby the locking device assembly is attached to the gearbox either directly or indirectly, to the gearbox casing or other part assembled thereto.

5. A gearbox gearlever locking device as claimed in Claims 1 and 2 whereby the locking device assembly is included in the gearbox design and is therefore an integral part of it.

6. A gearbox gearlever locking device as claimed in Claims 1 to 5 which uses a locking plate designed to accommodate various types and styles of gear operating lever and which also provides accommodation for the use of other types of lock than the mortice lock.

7. A gearbox gearlever locking device as claimed in Claims 1 to 6 which uses a locking plate that is designed as an integral part of one lock mechanism and is thus operated by the key action of said lock.

8. A gearbox gearlever locking device as claimed in Claims 1 to 7 which has mounting flanges attached to the device structure, said flanges to be provided with keywayed or square holes for use with a coach bolt type of attachment or suchlike which uses a bolt having a head shape which will deter access attempts from above the unit for removal purposes.

9. A gearbox gear lever locking device as claimed in Claims 1 to 7 having attachment flanges or other forms of mounting design methods incorporated which allow for the locking device to be located in position and bolted, riveted, screwed or welded to secure, either to the vehicle or machine structure or to the gearbox structure.

10. A gearbox gearlever locking device as claimed in Claims 1 to 9 whereby a spring clip or similar such retention device is attached to or adjacent to the locking device structure for the purpose of providing a stowage for a loose locking plate when not in use.

11. A gearbox gearlever locking device as claimed in Claims 1 to 9 using a locking plate incorporating a means whereby the said locking plate is prevented from being removed from the boxlike structure yet is capable of being held clear of the vital areas and not allowed to impede mechanical action of the device.

12. A gearbox gearlever locking device as claimed in Claims 1 to 11 less 4 and 5, whereby substantial backing plates or such other reinforcement are deemed to be considered necessary when the device is attached to the vehicle or machine, in order to ensure a firm condition of assembly and to guard against any distortion of the device when secured in position, or of the surrounding structures, against or adjacent the device.

13. A gearbox gearlever locking device as claimed in Claims 1 to 12 less 3,4,5,8 and 9, whereby the device boxlike structure is made integral with the vehicle or machine structure.

14. A gearbox gearlever locking device arranged and constructed substantially as herein described with reference to and shown in any one of the

Figures 1 to 4 illustrated on the accompanying drawings.

Amendments to the claims have been filed, and have the following effect:

*(b) Textually amended claim have been filed as follows:

1. A gearbox gearlever locking device which is mounted about the gearbox gearlever and comprises a substantially rigid and robust unit of a size and shape capable of holding within the boxlike structure a specially designed locking plate so shaped and arranged as to prevent forceful removal of said locking plate from the structure, and to have incorporated in the design a method of entrapping the gearlever in a neutral and/or safe gear position and of securing said locking plate in the boxlike structure using a key operated lock to achieve this.

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